





## Intimations.

DAKIN BROS. OF CHINA,  
LIMITED,  
CHEMISTS, &c.

EUCALYPTUS OIL AND  
INFLUENZA.

"Of all the preventives, OIL OF EUCALYPTUS, either disguised under fancy names or in its pure state, has earned the most professional and lay support, and up to the present it certainly seems to have vindicated the claims put forward in its behalf."—*Chemist and Druggist*, Feb. 6th, 1892.

DAKINS' STANDARD  
BRAND OF EUCALYPTUS  
OIL.

Bottles, 50 cts. and \$1.00

Nos. 22 & 24, QUEEN'S ROAD CENTRAL.

A. S. WATSON & CO., LD.

## WINES AND SPIRITS.

WE invite attention to the following Brands, all of which are excellent quality and good value for the money.

The same being specially selected by our London House, and brought direct from the most noted Shippers, are imported in wood and bottled by ourselves, thus enabling us to supply the best goods at moderate prices.

In ordering it is only necessary to state the name and quantity of Wine or Spirit wanted, and initial letter for quality desired.

PORTS. (For Invalids and general use).

|  | Per Case. | Per Bot. |
|--|-----------|----------|
| A Alto Douro, good quality, Green Capsule.....                             | \$10      | \$1.00   |
| B Vintage, superior quality, Red Capsule.....                              | 12        | 1.10     |
| C Fine Old Vintage, superior quality, Black Seal Capsule.....              | 14        | 1.25     |
| D Very Fine Old Vintage, extra superior, Violet Capsule (Old Bottled)..... | 18        | 1.50     |

|   |           |          |
|---|-----------|----------|
| SHERRIES.   |           |          |
| A Delicate Pale Dry, dinner wine, Green Capsule.....                                      | 6         | 0.60     |
| B Superior Pale Dry, dinner wine, Green Seal Capsule.....                                 | 7.50      | 0.75     |
| C Manzanilla, Pale Natural Sherry, White Capsule.....                                     | 10        | 1.00     |
| CC Superior Old Dry Pale Natural Sherry, Red Seal Capsule.....                            | 10        | 1.10     |
| D Very Superior Old Pale Dry, choice Old Wine, White Seal Capsule.....                    | 12        | 1.10     |
| E Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule (Old Bottled)..... | 14        | 1.25     |
|   | Per Case. | Per Bot. |
|   | 1 doz.    | 2 doz.   |

|   |      |        |
|---|------|--------|
| CLARETS.                                      |      |        |
| A Superior Breakfast Claret, Red Capsule..... | \$4  | \$4.50 |
| B Superior Old Claret, Red Capsule.....       | 4.50 | 5.00   |
| C St. Julien, Red Capsule.....                | 7    | 7.50   |
| D La Rose, Red Capsule.....                   | 11   | 12.00  |

MADEIRA, HOCK AND CHAMPAGNES.  
FULL PARTICULARS OF THE VARIOUS BRANDS  
IN STOCK ON APPLICATION.

|   | Per Case. | Per Bot. |
|---|-----------|----------|
| A Hennessy's Old Pale, Red Capsule.....                                     | \$13      | \$1.20   |
| B Superior Very Old Cognac, Red Capsule.....                                | 15        | 1.40     |
| C Very Old Liqueur Cognac, Red Capsule.....                                 | 20        | 1.75     |
| D Hennessy's Finest Very Old Liqueur Cognac, 1873 Vintage, Red Capsule..... | 30        | 2.50     |

|  |    |      |
|--|----|------|
| SCOTCH WHISKY.   |    |      |
| A Thorne's Blend, White Capsule.....   | 8  | 0.75 |
| B Watson's Glenorchy, Mellow Blend, Blue Capsule with Name and Trade Mark..... | 8  | 0.75 |
| C Watson's Aboulo-Glenlivet, Red Capsule, with Name and Trade Mark.....        | 8  | 0.75 |
| D Watson's H K D Blend of the Finest Scotch Malt Whiskies, Violet Capsule..... | 10 | 1.00 |
| E Watson's Very Old Liqueur Scotch Whisky, Gold Capsule.....                   | 12 | 1.10 |

|   |    |      |
|---|----|------|
| IRISH WHISKY.   |    |      |
| A John Jameson's Old, Green Capsule.....                        | 8  | 0.75 |
| B John Jameson's Fine Old, Green Capsule.....                   | 10 | 1.00 |
| C John Jameson's Very Fine Old, Green Capsule.....              | 12 | 1.10 |
| D Genuine Bourbon Whisky, fine old, Red Capsule, with Name..... | 10 | 1.00 |

|  |      |      |
|--|------|------|
| GIN.                                   |      |      |
| A Fine Old Tom, White Capsule.....     | 4.50 | 0.40 |
| B Fine Unsweetened, White Capsule..... | 4.50 | 0.40 |
| C Fine A. V. H. Geneva.....            | 5.25 | 0.50 |

|   |        |             |
|---|--------|-------------|
| RUM.                                    |        |             |
| Finest Old Jamaica, Violet Capsule..... | 12     | 1.00        |
| Good Lecward Island.....                | \$1.50 | per Gallon. |

|                  |                          |  |
|------------------|--------------------------|--|
| LIQUEURS.        |                          |  |
| Benedictine..... | Maraschino               |  |
| Curacao.....     | Herring's Cherry Cordial |  |
| Chartreuse.....  | Dr. Siegler's Angostura  |  |
|                  | Bitters, &c.             |  |

PRICES ON APPLICATION.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY,

ESTABLISHED A.D. 1841.

Hongkong, 4th February, 1892.

## For Sale.

## NOW READY.

"THE HONGKONG DIRECTORY AND LIST FOR THE FAR EAST" FOR 1892.

THIS Valuable Work, with many NEW ADDITIONS and IMPROVEMENTS, IS NOW READY.

PRICE THREE DOLLARS.

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The Afghan citadel of Herat has now been removed to Persia, by order of the *Daily Press* geographer.

A PENANG contemporary says that Mr. J. L. Shand, a well-known Ceylon planter, is about to proceed to British North Borneo, in the future of which he is said to have great faith.

ST. PETER'S SEAMEN'S CHURCH.—The Mission steam-launch *Day Spring* will call alongside vessels holding code pennant C, between 9 and 10.30 a.m. on Sunday, to convey men ashore to the 11 o'clock service, returning about 12.30 p.m.

ACCORDING to latest advices from the North the British gun-vessel *Swift* was at Hankow, the *Plymouth* and the French gunboat *Lion* at Wuhu, and the *Redoubt* at Chinkiang. The German gunboat *Wolf* was at anchor below Nanking on the 2nd inst.

WHAT meaneth this? The Russian Pacific squadron is to be increased during the current year so as to bring up the total of "the flying squadron" to eleven of all sail, exclusive of torpedo-boats and the mosquito fleet at Vladivostok and Nikolaisk.

The hearing of a criminal charge against Mr. Koh Cheng Sean, ex-Opium Farmer, not having been concluded at the Police Court yesterday, as confidently anticipated, our promised article on the Opium Farm Fiasco is, for all sufficient reasons, unavoidably held over.

THE *Penang Gazette* of the 2nd inst. says:—There were two tremendous peals of thunder heard here last night, which must have startled a great many people. The lightning which preceded the first one struck the main-mast of the steamer *Millon*, almost splitting it in two.

SAYS A JAPAN contemporary referring to the recent Hongkong race meeting:—"A racecourse without any betting or speculation is like 'Hamlet' with Hamlet left out, or a B. & S. without the brandy. We shall watch the sequel to this pretty little bit of moral and grand-motherly legislation with interest."

THE Italian steamship *Bormida* cleared for Bombay, via Singapore, this afternoon, a bond for £4,800 having been furnished by the Agents, Messrs. Gossard & Co., as security for the salvage claim and the costs of the legal proceedings in connection with the services rendered by the Indo-China Co.'s steamer *Wingang*.

MR. ADAM LIND, an old and well-known resident of this colony, who arrived here yesterday from home by the P. & O. Co.'s steamer *Pekin*, will succeed Mr. Fullerton Anderson as Secretary of the Hongkong General Chamber of Commerce. Mr. Henderson, we are informed, takes a trip to the old country. We wish him bon voyage!

ON DUTY that the Hon. Jas. Johnston, K.C., M.L.C., who has been generally reported to be almost at death's door for the past two days, proceeds to Shanghai by the P. & O. S.N. Co.'s mail steamer *Pekin* at daylight to-morrow. We trust the report is true, notwithstanding the many unpleasant rumours that are at present circulating through the colony.

TATLOW, the Shanghai policeman who mysteriously 'cleared' from the Model Settlement without track of drum, and was afterwards under arrest in Hongkong on suspicion of having done something unknown, returned to Shanghai by the P. & O. Co.'s steamer *Clyde*, and after securing his effects from the Capt. Superintendent of Police, departed for Vancouver by the *Empress of India*, en route to Canada, where he intends settling down. Another good man gone wrong.

CAPTAIN PORTER of the British steamer *Madagasc*, which arrived in Penang from Liverpool on the 3rd inst., reported that on February 23, at 10.45 a.m., in lat. 8° 44' N., long. 65° 10' E., he passed the Cape Steamer *Indepandent* being towed by the steamship *Canton*, of London. The former vessel signalled, "I have broken my shaft," the latter, "I am bound for Colombo." When questioned as to whether they required assistance, both vessels answered in the negative.

DR. ARGVILL ROBERTSON, a famous Scottish Specialist who stands *facile princeps* as a practical authority on diseases of the eye, arrived here yesterday from Europe by the English mail. If we mistake not, he has come across here from Argyl Robertson's name in connection with other controversial questions of public importance, in which he has taken no inconsiderable part. "The Queen's Oculist," who is accompanied by Mrs. Robertson, is booked for Shanghai, and will doubtless return home *via* America.

An order prohibiting Sunday labour in Calcutta is reported as having been issued. It provides that no goods shall be discharged, shipped, or waterborne to be shipped to any vessel between sunrise and sunset on Sundays, except on payment of Rs. 10 to the Customs, and an additional fee of Rs. 50 to Rs. 300 on the registered tonnage of the ship. The good work, initiated in Hongkong, is rapidly spreading throughout the East, and there can be very little doubt that before very long Sunday work on board ships port, excepting the cases of absolute necessity, will be as extinct as the dodo.

"SKROW'S" letter "To Impudent Little Menial" is very much to the point, and deals with a grievance, especially as regards bank clerks, which has for some time been under our most careful consideration. But "Skrow" omits to send his name and address, as prescribed by our rules, and we therefore decline to publish his communications. If an anonymous correspondent is so concerned to the recognized regulations which govern all newspaper correspondence, we shall esteem it a favor if they will in future send their contributions to either *Granny* or the *Pink Wrapper*. We can rub along without them.

WOODYMAN'S Circus at Bowington to-night, the fun commencing at 9 o'clock. "Good day, Boys," and other hair-raising atrocities are faithfully promised, so that the show is quite good enough if the "buried community of Hongkong can only manage to raise the admission money. Dead-heads are strictly prohibited. International tug-of-war and gladiatorial contests with the modern castes are likely to prove great attractions at Bowington next week, but as yet no reliable details of these proposed Olympic revels have been furnished us, so that we can only vaguely indicate "coming events that cast their shadows before."

The Attorney-General of the Straits Settlements is reported as saying in a recent debate on the new Criminal Procedure Bill, that—"It seemed unreasonable to him to allow a man to be put to death for escaping from custody, which was no offence. The weapons were supplied to wardens not for shooting escaping prisoners but for their own defence in case they were attacked. It would be intensely interesting, to at least one man in Hongkong just now, to know how the view is held here. A man is at present in the hospital suffering from the effects of a fall from the top of the wall of Victoria Gaol, into the street, he having attempted to escape. Three shots (fortunately, had one) were fired at him by a warder."

THE Netherlands Government *Gastly* announces the establishment of the New North Borneo Tobacco Company, at Amsterdams. The object of the Company is to work a concession of 10,000 acres, granted by the British North Borneo Company, and situated near Sandakan Bay. The capital amounts to £750,000.

THE *Empress*, the *Salasia*, and the *Pekin*, all coming close together, have flooded this colony with globe-trotting missionaries, Lord Jules, Hearle, Markis, Honorable, and other things. The hotels are full, the Hongkong having over 100 people staying there, and the managers are tearing their hair in agonies at having to say "all full" so often. Some thirty more passengers will have to camp out on the Praya, unless they can rig out a "shake down" among the shavings and sawdust in the nearly finished new wing of Hongkong's great hotel. Why couldn't the deficient Peak hotel be opened for a few days to meet an emergency such as this? And all you people who have rooms to let, why don't you advertise?

AMONG the passengers landed by the P. & O. Co.'s mail steamer *Pekin* were Dr. and Mrs. Winslow Anderson of San Francisco. They have been making an extensive tour round the world for the past two years and are now on the way home *via* China and Japan. The Doctor would like to make a tour through the interior of China, but owing to existing conditions of affairs he deems it prudent to take a tour in Japan instead. Dr. Anderson is a special correspondent of the *S. P. Chronicle*, Chicago *Graphic*, *N. Y. Herald*, as well as editor of the *Pacific Medical Journal*, and he is also one of the teachers in the University of California. Dr. Anderson, who has rendered considerable service in connection with the World's Fair, is pleased to learn that China with all her wealth of tea, silk, rice, etc., etc., is to be bandonously represented in Chicago in 1892. And it is there the worthy Doctor is mistaken, as China has declined to patronize the big show at Chicago. Dr. and Mrs. Anderson contemplate spending several weeks in China and Japan.

In 1890 Persia was the only country which appeared in the shipping lists of the world as owning but one vessel, and it still occupies its solitary place in 1892, the vessel—a steamer of 38 tons—having weathered all the accidents of the last two years. Persia is not the registered owner of any sailing ship in either year, though, says the *Daily Graphic*, it is impossible to suppose that some of the sailing craft in the Persian Gulf do not belong to Persian owners, yet they are not of sufficient importance to be registered. Two other countries with very small merchant navies, Colombia and Costa Rica, have both increased their list. At the beginning of 1891 Colombia had two vessels registered of 444 tons, now it has three of 685 tons; while Costa Rica, which had three a year since, has now ventured on a fourth, and has increased its tonnage from 815 to 1,103. It might be invidious to set alongside of this the 11,925,624 tons belonging to the United Kingdom and the colonies; still, it is worth noting that we are just over one-third of the tonnage of the world, no other country exceeding two millions of tons.

THE Secretary of the Pungion Company informs us that the bar of gold, weighing sixty-three ounces, which resulted from the crushing of ten tons of ore—already noted in our columns—has been sold for £1,681.66, that is at the present exchange, about £4. per ounce. But what use is a bar of gold worth £1,681.66 in the face of the heavy expenses which daily incurred without the hope of any adequate return? It is more than high time for this hopeless "frost" to be finally wound up. As in most other ventures of this sort, the *Telegraph* was absolutely accurate in its predictions years ago—but then eminent (if interested) directors played the martyr, and share speculators prowled round seeking somebody or something to devour. And by some means or other six 14th Hongkong dollars have been hopelessly sunk in Pungion, and about five times as much annexed by disinterested philanthropists who—oh, hey, they meant well, and believed all they heard, and "sold short" when it suited them, and did the other thing which "bulls" were trumps, and generally "raised Cain" to their own advantage and at the shareholders' expense—may yet be called upon to explain matters before a legal tribunal. Meanwhile we take the liberty of suggesting that the sooner the Pungion matter is wound up, the better will it be for all interested.

ANOTHER Sydney lawyer, says the *Bulletin*, has associated himself with a deficit of about £50,000 of other people's money. This may cause him to lose the friendship and respect of some of his clients, but he won't be put to any further inconvenience in the matter. Those who live by the law never suffer by the law. They just embezzle, steal, defraud, and rob, and when they have got clear away from their last little bit of Fall Court business they leave the Fall Court strikers here off their feet, and they retire from town and have all their time free for Bible-reading and other popular recreations. If a lawyer were to rob a stranger in the street he might have some police-court trouble about it, but he is never brought up to answer for any forgery or other irregularly affecting a client. Once there was a legal fraud called "benefit of clergy," which saved persons from prosecution on any charge, but this was taken away from them, and since that time lawyers have been a trifle more honest. But as lawyers still have a similar "benefit," they can, so to speak, deadhead the criminal law, and the result is that they are often a trifle more lawless than boudoir-bank directors. A youth who ambitions a career of felonious annexation of other people's money is seeking the position of teller in a straight bank, or director in a crook one. He should become a "gent," one, &c. He will then be able to state his times and his know in how much about clearing out to Honolulu when he has made his fortune.

MR. JNO. J. FRANCIS, Q.C., and Mr. H. L. Denys, Hongkong solicitor, etc., have been most amusing during the hearing of a charge against Mr. Koh Cheng Sean, the late Opium Farmer, that has occupied the attention of Mr. A. G. Wise at the Magistracy for the past week. The trial, speaking of witnesses and general remarks, has been a course—have fairly driven our only Office Goat into hysterics. Mr. Francis said that what the Hongkong solicitor, etc., said was "absolute nonsense" and that his interruptions were "silly." And Denys epigrammatically and politely responded, by telling Francis that "he was another," and then the Bench looked serious, and hinted that the pantomime had gone quite far enough. We think so too; but what we would like to know is how much Mr. Jno. J. Francis, Q.C., is getting from his estimable Chinese client for appearing in battle array at the Police Court as a legal typhoon, whose special mission apparently is to show that Francis, Q.C., has lost none of his long-windedness and other eminent legal virtues. However, Mr. Alfred George Wise, barrister-at-law and police magistrate of Hongkong, is quite a different article to a Hongkong special jury, with just a little bit of law, and a good deal of common sense, and don't care as long as Mr. and Mrs. Belyons and Dick as whipper-in, and after his Worship's decision, which we are certain will be beyond question, we may have something very serious to say regarding legal procedure in this unhappy colony.

## INTERESTING SALVAGE CASE.

THE "WINGANG" v. "BORMIDA"—£4,500 AT STAKE.

It is not very often that trouble is experienced in obtaining substantial reward for services rendered in connection with the rescue of a valuable steamer and many more valuable lives from a position of peril, providing those who are lucky enough to fall in with the disabled vessel have their agreement made out in due form, signed by a responsible person. But, nevertheless, there are numerous instances on record of salvage claims forming the subject of lengthy and heated arguments in the higher Courts of Law. And so it is in respect to a case now known as the *Wingang-Bormida* salvage claim. In which Messrs. Jardine, Matheson & Co. claim £4,500 for services rendered to the *Wingang* General Italian Co's Bombay liner *Bormida*, Capt. Sudol, by the Indo-China S.N. Co's Calcutta trader *Wingang*, Captain A. de St. Croix, on the 27th of December last.

It will be within the recollection of some of our readers, perhaps, that the following appeared in our issue of the 30th December:—

A MAIL STEAMER DISABLED.

"News has been received here to-day by telegraph of the breakdown of the Italian mail steamer *Bormida*. She was picked up by the Indo-China Company's steamer *Wingang* and towed into Saigon, where she will be docked for repairs. It is stated that the *Bormida*'s machinery has come to grief, owing to the crank shaft breaking. The *Wingang* was en route to Hongkong from Saigon."

"It appears that the *Bormida* was picked up by the *Wingang* near Cape St. James, whence the first news was wired to Saigon. The amount of the salvage claim cannot, of course, be ascertained until the *Wingang* arrives with full particulars of the accident."

On the 3rd January the *Wingang* arrived here and reported as follows:—"On the 26th at noon in lat. 8° 25' north and long. 107° 40' east, at 1.30 p.m. observed the steamship *Bormida* flying signals of distress, her engines having broken down. On the 27th took her in tow for Cape St. James. Wind and sea moderating, we arrived at Cape St. James at 2.30 p.m. on the 28th. Slipped the steamship *Bormida* and proceeded to Saigon."

To-day the questions at issue were SUBMITTED TO ARBITRATION.

Mr. A. G. Wise, Police Magistrate, and Comr. W.C.H. Hastings, R.N., Acting Harbour-Master, being the arbitrators who sat in the Supreme Court-house at 10.30 this morning. Mr. A. P. Stokes appeared for the owners of the *Bormida*, and Mr. J. J. Francis, Q.C., instructed by Messrs. Wotton and Deacon represented the Indo-China Company.

Mr. Stokes opened the case on behalf of his clients and submitted that the services of the *Wingang* were not worth £4,500. He read the following quotations from the log-book of the *Bormida*:—

Voyage from Singapore to Hongkong on 22nd Dec. 1891.—Course N.E. by N. A strong wind from N.W. blowing in squalls, accompanied by a very high sea and rain squalls. The sky is overcast and misty. During the whole of the following 24 hours sea was continually swept by the high seas which caused her to labour heavily. At noon in lat. 10 deg. 07' N., long. 112 deg. E., course rectified N. 33 deg. E., distance 112 miles.

24th Dec.—Course N.E. by N. Gale from N.W. accompanied by a very high sea, which scarcely any headway is made. The sky is overcast and there are rain squalls from time to time. At 5.30 p.m. in lat. 10 deg. 25' N., long. 112 deg. 10' E., when a high sea was running and a strong wind blowing from N.W.W. a heavy shock was felt followed immediately by others in the engine room, and the engines commenced to race.

We went in a body aft, being almost sure that the propeller blades were broken and lost. Having waited all other means we agreed to cut the shaft with a heavy damper. Owing to the heavy searunning we were unable to see anything. Westopped the engines which, as they did not encounter any resistance, were racing at such a high rate of speed that other heavy damage might have been done. The steamer was now at the mercy of the sea which struck her heavily and caused her to roll so badly that she was constantly covered by the sea; the same penetrating into the hold through the hatches. Having waited all other means we agreed to cut the shaft with a heavy damper. At the same time we set all sails we could get the steamer up to be able to steer her. We had done this by 9 p.m. steering S.W. at an average speed of from 2 to 3 miles an hour. Having managed all this as well as we could we considered what steps were to be taken in order to save lives and the ship. Till the actual extent of the damage was known, the advice prevailed to tow her in, and to Saigon. The wind was so strong that the propeller shaft was broken, and the shaft was badly damaged. Owing to the heavy searunning we were unable to see anything. Westopped the engines which, as they did not encounter any resistance, were racing at such a high rate of speed that other heavy damage might have been done. The steamer was now at the mercy of the sea which struck her heavily and caused her to roll so badly that she was constantly covered by the sea; the same penetrating into the hold through the hatches. Having waited all other means we agreed to cut the shaft with a heavy damper. At the same time we set all sails we could get the steamer up to be able to steer her. We had done this by 9 p.m. steering S.W. at an average speed of from 2 to 3 miles an hour. Having managed all this as well as we could we considered what steps were to be taken in order to save lives and the ship. 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my protest. I did protest, and I produce proof of it in my log book; but I never protested to the captain of the *Wingang*.

At this stage Mr. Francis put in the promissory note for £4500 and the translation of it in English.

Witness—I had about 6000 bales of yarn on board and about 100 bales of cotton, besides a lot of general cargo. I had, in fact, a good cargo. After arriving at Cape St. James I asked the *Wingang* to tow me right up to Salgon. The captain of the *Wingang* refused because he was afraid of difficulty at the sharp bend of the river. That is what he said to me.

Re-examined—After arriving at Salgon I protested (officially) to a notary public against the payment of £4500, and a copy of the protest is entered in my log book, attested by the authorities there. (Log book produced).

Mr. Stokes said he had no other witnesses to bring forward, and he would be glad if the case were adjourned.

Mr. Wise asked him to favour the Court with any arguments he might have to support his contention. He thought if this were done at once it would save time in the end. The Court had, in fact, already made up its mind to a certain extent, and merely wanted to hear what arguments might be advanced.

Mr. Francis said he was not prepared with his arguments, having been instructed only the day before.

Mr. Wise said before anything further was done the Court certainly wanted to hear arguments of counsel, with a view to saving time. After that the captain of the *Wingang* might be examined, but whether that was necessary or not was not clear.

After some discussion it was agreed to adjourn the case till Monday afternoon at 2 o'clock.

THE PROMISSORY NOTE.

The following is an exact copy of the promissory note handed to the *Wingang* by Captain Sisti after he was safely at anchor inside Cape St. James:—

"NAVIGAZIONE GENERALE ITALIANA.

Port St. James, 28th December, 1891.

Steamer *Bormida*.

I the undersigned Captain in command declare having been towed, owing to breakdown of the engine, by the English steamer *Wingang*, Capt. de St. Croix, from latitude 8° 57' north and approx. longitude 11° 14' east into the port of St. James for the sum contracted of pounds sterling four thousand and fifty, payable by the Navigazione Generale Italiana Society to whom the steamer *Bormida* belongs.

The Commanding Captain, F. SUSTI.

We Chevalier Domenico Musso, Consul for H. M. the King of Italy, declare the above writing to be a precise and authentic copy of the one given by the Captain F. Susti, Commander of the steamer *Bormida* to Captain de St. Croix of the steamer *Wingang*, in the faith of which we sign our name with the Consular seal.

(Signed) D. Musso.  
(Signed) D. Susti.  
In the word "cinquante" the two letters ought to have been made the proper Italian word, cinquanta (fifty).

GREEN ISLAND CEMENT CO., LIMITED.

An ordinary meeting of shareholders in this Company was held to-day, Mr. L. Poeschner presided and there were also present Messrs Orange, Maclehoze, Cross, Judd, Goets, Wong Shing, Wharton (secretary) and Suddler (secretary).

The Chairman said—Gentlemen, as the report and accounts have been in your hands for some days, with your permission we will take them as read. The manager of the work, writes as follows:—"In my last report I had to place on record what appeared to be the chief causes of our unsuccessful working; viz, insufficient engine power, the collapse of the Hoffman kiln and the difficulty in finding a fuel suitable for cement burning. These obstacles have happily now been overcome. We have just completed extensive additions and alterations, making the factory what I may term for want of a better word 'symmetrical'; that is, the various departments balance each other in capacity and are therefore in the best condition for economical working. A fine new engine of 300 horse-power, imported from England, has been erected. Steam is supplied by a boiler built for us by the Hongkong and Whampoa Dock Co., which, as regards design, workmanship and economy, leaves nothing to be desired. A very efficient cement has been put on the market, and the limestone preparatory to grinding, and the whole of the mixing machinery remodelled and improved by the addition of a Carr's disintegrator. These alterations and a new and powerful brick machine have enabled us to very largely increase the production of raw material and to turn out cement bricks ready for the kilns at a price which last year seemed impossible. Passing on to the kilns, the Hoffman has been completely replaced with Scotch fire-bricks, which the last two burnings have shown to be very refractory and perfectly adapted to resist for long periods the intense heat. There is absolutely no cause for further apprehension as to the structure of the kiln, and the consumption of fuel used in burning has already been considerably reduced. During the time that the works were stopped for erecting the new machinery, the vertical kilns were refitted with fire-bricks and put in a thoroughly efficient condition. Improvements all round the making and drying of the cement bricks, cheaper fuel, loading and burning of these kilns, have reduced the cost of producing clinker to less than one half of the rate prevailing last year. The foregoing improvements have necessarily entailed a large amount of work, practically the re-arrangement of the whole factory. A new engine house and boiler-house were built, also a godown capable of warehousing 2,000 casks of cement, and the existing old buildings are being modified to provide storage for 2,500 tons of cement in bulk. In conclusion, you will be glad to know that the buildings and machinery are now in thorough working order, and that whilst the expenses for staff and establishments in Macao will remain practically the same as last year and the cost of the various manufacturing processes is already largely reduced, there is a good prospect of the output of cement during the year being doubled, if not tripled. That is all that occurs to me to say. If you would like to ask any questions, gentlemen, I shall be glad to answer them.

There being no questions the report and accounts were adopted on the motion of the Chairman, seconded by Mr. Cross.

This concluded the business of the ordinary meeting.

EXTRAORDINARY MEETING.

An extraordinary meeting was held immediately afterwards, to consider a special resolution having for its object the entire reconstruction of the Company. In moving this resolution the Chairman said that the change desired was one which the Articles did not give the directors power to do without the consent of the shareholders. Consequently extraordinary meeting would have to be held to alter the Articles. The present extraordinary meeting was therefore now held as announced, and he would propose the motion for which it was called.

"That the following Article be inserted in the Articles of Association of the Company after Article 21, and shall be numbered Art. 21 A:—

Art. 21 A. The Company may from time to time by special resolution reduce its capital, by paying off capital, or cancelling capital which has been lost, or is unrepresented by available assets, or reducing the liability on the shares, or otherwise as may seem expedient, and capital may be paid off upon the footing that it may be called up again, or otherwise."

It was intended, the Chairman continued, to reduce the capital to \$300,000, so that there would be a large amount of unissued shares cancelled, and \$283,333 forfeited on unpaid shares.

The motion was duly proposed, seconded, and carried *unanimously*. This concluded the business of the meeting, the Chairman announcing that a confirmatory meeting would be held in a fortnight.

THE HONGKONG HOTEL COMPANY, LIMITED.

The following is the report of the Directors to be presented at the ordinary meeting of shareholders, at half-past 3 o'clock p.m. on Thursday, the 17th March, 1892:—

In accordance with Section 53 of the Articles of Association, the Directors have now to submit to you their Half-yearly Report for the six months ending 31st December, 1891.

BUSINESS.

The net earnings of the past half year show a decrease on those of the corresponding period of 1890, owing to the very few visitors to the Colony during the first two or three months of the above period.

PROFIT.

The New Wing is now approaching completion, and is expected to be handed over to the Company during next June.

PROFIT AND LOSS.

The accounts for the past half-year, after deducting interest, fire insurance, taxes, and extraordinary expenses, show a profit of \$8,660.40, which the Directors, with the sanction of the Shareholders, propose to deal with as follows:—

To pay a Dividend of \$1 per share on all shares \$50 paid-up.....\$5,000.00

To pay a dividend of 50 cents per share on 3,801 shares new issue.....1,950.50

To carry forward to new account.....769.90

\$8,660.40

Interest will be charged on all calls made due on the 10th of November, and not paid-up on that date, till date of payment.

DIRECTORS.

Messrs. J. H. Cox and J. F. C. de Rort retire by rotation, but are eligible for re-election. Mr. Ho Tsang is still absent on leave.

AUDIT.

The accounts have been audited by Messrs. F. Henderson and H. T. S. Green. Mr. H. T. S. Green having left the colony, it will be necessary to appoint another auditor.

E. JONES HUGHES, Chairman.

Hongkong, 12th March, 1892.

ALICE MEMORIAL HOSPITAL.

The report of the Alice Memorial Hospital, courteously forwarded to us by Dr. J. C. Thomson, the Superintendent, for 1891 shows a year of steady progress. The number of new cases in the consulting room has been 8,929, as against 8,356 in 1890, and the number of admissions to the wards 793, as compared with 728 in 1890. In spite of the serious monetary depression in the Colony, the hospital has advanced satisfactorily.

During the year 159 vaccinations were performed successfully, and 111 dental cases treated. In the consulting room, as stipulated by the principal founders, "first come, first served" is the inflexible rule, no favour being shown to any one on the ground of influence, creed, nationality, or money; and in the wards it is the same, necessity being the only qualification. The work done is thus tabulated:—

In-Patients remaining in Hospital on 1st January, 1891.....55

In-Patients admitted to Hospital during the year 1891.....793

Total number treated as In-Patients....848

Of these there were:—

Discharged cured.....496

Discharged relieved.....204

Discharged on other grounds.....55

Died in Hospital.....34

789

In-Patients remaining in Hospital on 1st January, 1892.....59

Thirty-four deaths occurred during the year, twelve more than in 1890, but even with this increase the proportion is only 4.3 per cent. of the admissions, a small percentage as compared with that of similar institutions in Great Britain.

Early in the year a pressing request was made to the London Missionary Society for a qualified nurse to be sent out as matron, and in October Mrs. J. M. Stevens, trained in the Edinburgh and Dublin hospitals, came out to take charge.

It has been found absolutely necessary to have enlarged accommodation, and as it is impossible and undesirable to enlarge the present building it is proposed to erect a new one, which will be a large, airy, well-ventilated, and comfortable building, and also a capital case house secured a creditable victory from the Naval man by nearly a yard; Loring stopped at the final obstacle, thus enabling Taverner to finish a good third. Time 188 seconds.

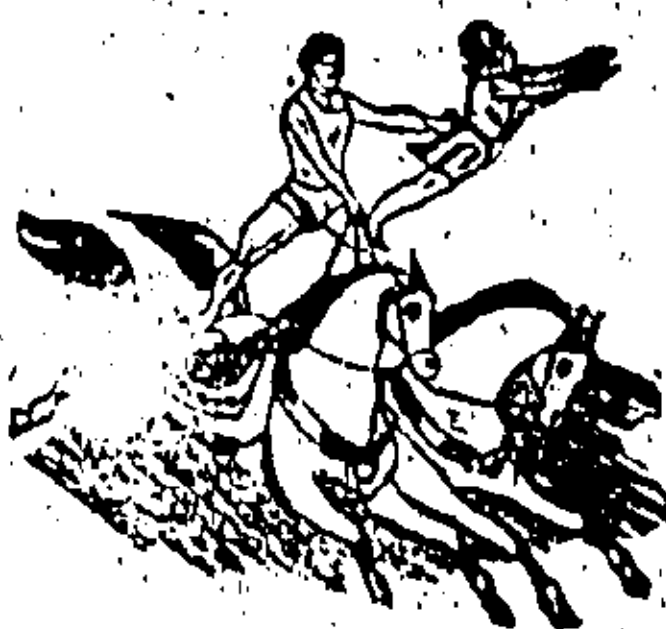
LADIES' PURSE.—HALF-MILE FLAT RACE (Handicap).—Prizes presented by the Ladies of Hongkong; Second Prize by Mr. E. Stevenson, 20 yds, first; H. J. Geddes, 15 yds, second; G. Meynell (5), F. C. Phillips (20), L. C. Barff (20), and H. Hazland (60) also competed. Hazland led first time round and then retired, after which Stevenson took up the running and, although Geddes spurred gamely in the run home, maintained his supremacy to the end, winning very cleverly by two yards. The others did not finish. Time, 3 mins. 131 secs.

HIGH JUMP.—Prize presented by the Hon. A. T. Leach, V. H. Haggard, 5 ft. 6 in.; first; H. H. Moore, 5 ft. 6 in.; second; H. H. Moore, 5 ft. 6 in.; third; H. H. Moore, 5 ft. 6 in.; fourth; H. H. Moore, 5 ft. 6 in.; fifth; H. H. Moore, 5 ft. 6 in.; sixth; H. H. Moore, 5 ft. 6 in.; seventh; H. H. Moore, 5 ft. 6 in.; eighth; H. H. Moore, 5 ft. 6 in.; ninth; H. H. Moore, 5 ft. 6 in.; tenth; H. H. Moore, 5 ft. 6 in.; eleventh; H. H. Moore, 5 ft. 6 in.; twelfth; H. H. Moore, 5 ft. 6 in.; thirteenth; H. H. Moore, 5 ft. 6 in.; fourteenth; H. H. Moore, 5 ft. 6 in.; fifteenth; H. H. Moore, 5 ft. 6 in.; sixteenth; H. H. Moore, 5 ft. 6 in.; seventeenth; H. H. Moore, 5 ft. 6 in.; eighteenth; H. H. Moore, 5 ft. 6 in.; nineteenth; H. H. Moore, 5 ft. 6 in.; twentieth; H. H. Moore, 5 ft. 6 in.; twenty-first; H. H. Moore, 5 ft. 6 in.; twenty-second; H. H. Moore, 5 ft. 6 in.; twenty-third; H. H. Moore, 5 ft. 6 in.; twenty-fourth; H. H. Moore, 5 ft. 6 in.; twenty-fifth; H. H. Moore, 5 ft. 6 in.; twenty-sixth; H. H. Moore, 5 ft. 6 in.; twenty-seventh; H. H. Moore, 5 ft. 6 in.; twenty-eighth; H. H. Moore, 5 ft. 6 in.; twenty-ninth; H. H. Moore, 5 ft. 6 in.; thirtieth; H. H. Moore, 5 ft. 6 in.; thirty-first; H. H. Moore, 5 ft. 6 in.; thirty-second; H. H. Moore, 5 ft. 6 in.; thirty-third; H. H. Moore, 5 ft. 6 in.; thirty-fourth; H. H. Moore, 5 ft. 6 in.; thirty-fifth; H. H. Moore, 5 ft. 6 in.; thirty-sixth; H. H. Moore, 5 ft. 6 in.; thirty-seventh; H. H. Moore, 5 ft. 6 in.; thirty-eighth; H. H. Moore, 5 ft. 6 in.; thirty-ninth; H. H. Moore, 5 ft. 6 in.; fortieth; H. H. Moore, 5 ft. 6 in.; forty-first; H. H. Moore, 5 ft. 6 in.; forty-second; H. H. Moore, 5 ft. 6 in.; forty-third; H. H. Moore, 5 ft. 6 in.; forty-fourth; H. H. Moore, 5 ft. 6 in.; forty-fifth; H. H. Moore, 5 ft. 6 in.; forty-sixth; H. H. Moore, 5 ft. 6 in.; forty-seventh; H. H. Moore, 5 ft. 6 in.; forty-eighth; H. H. Moore, 5 ft. 6 in.; forty-ninth; H. H. Moore, 5 ft. 6 in.; fiftieth; H. H. 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Moore, 5 ft. 6 in.; two hundred and forty-second; H. H. Moore, 5 ft. 6 in.; two hundred and forty-third; H. H. Moore, 5 ft. 6 in.; two hundred and forty-fourth; H. H. Moore, 5 ft. 6 in.; two hundred and forty-fifth; H. H. Moore, 5 ft. 6 in.; two hundred and forty-sixth; H. H. Moore, 5 ft. 6 in.; two hundred and forty-seventh; H. H. Moore, 5 ft. 6 in.; two hundred and forty-eighth; H. H. Moore, 5 ft. 6 in.; two hundred and forty-ninth; H. H. Moore, 5 ft. 6 in.; two hundred and fiftieth; H. H. Moore, 5 ft. 6 in.; two hundred and fifty-first; H. H. Moore, 5 ft. 6 in.; two hundred and fifty-second; H. H. Moore, 5 ft. 6 in.; two hundred and fifty-third; H. H. Moore, 5 ft. 6 in.; two hundred and fifty-fourth; H. H. Moore, 5 ft. 6 in.; two hundred and fifty-fifth; H. H. Moore, 5 ft. 6 in.; two hundred and fifty-sixth; H. H. Moore, 5 ft. 6 in.; two hundred and fifty-seventh; H. H. Moore, 5 ft. 6 in.; two hundred and fifty-eighth; H. H. Moore, 5 ft. 6 in.; two hundred and fifty-ninth; H. H. Moore, 5 ft. 6 in.; two hundred and sixtieth; H. H. Moore, 5 ft. 6 in.; two hundred and sixty-first; H. H. Moore, 5 ft. 6 in.; two hundred and sixty-second; H. H. Moore, 5 ft. 6 in.; two hundred and sixty-third; H. H. Moore, 5 ft. 6 in.; two hundred and sixty-fourth; H. H. Moore, 5 ft. 6 in.; two hundred and sixty-fifth; H. H. Moore, 5 ft. 6 in.; two hundred and sixty-sixth; H. H. Moore, 5 ft. 6 in.; two hundred and sixty-seventh; H. H. Moore, 5 ft. 6 in.; two hundred and sixty-eighth; H. H. Moore, 5 ft. 6 in.; two hundred and sixty-ninth; H. H. Moore, 5 ft. 6 in.; two hundred and seventieth; H. H. Moore, 5 ft. 6 in.; two hundred and seventy-first; H. H. Moore, 5 ft. 6 in.; two hundred and seventy-second; H. H. Moore, 5 ft. 6 in.; two hundred and seventy-third; H. H. Moore, 5 ft. 6 in.; two hundred and seventy-fourth; H. H. Moore, 5 ft. 6 in.; two hundred and seventy-fifth; H. H. Moore, 5 ft. 6 in.; two hundred and seventy-sixth; H. H. Moore, 5 ft. 6 in.; two hundred and seventy-seventh; H. H. Moore, 5 ft. 6 in.; two hundred and seventy-eighth; H. H. Moore, 5 ft. 6 in.; two hundred and seventy-ninth; H. H. Moore, 5 ft. 6 in.; two hundred and eightieth; H. H. Moore, 5 ft. 6 in.; two hundred and eighty-first; H. H. Moore, 5 ft. 6 in.; two hundred and eighty-second; H. H. Moore, 5 ft. 6 in.; two hundred and eighty-third; H. H. Moore, 5 ft. 6 in.; two hundred and eighty-fourth; H. H. Moore, 5 ft. 6 in.; two hundred and eighty-fifth; H. H. Moore, 5 ft. 6 in.; two hundred and eighty-sixth; H. H. Moore, 5 ft. 6 in.; two hundred and eighty-seventh; H. H. Moore, 5 ft. 6 in.; two hundred and eighty-eighth; H. H. Moore, 5 ft. 6 in.; two hundred and eighty-ninth; H. H. Moore, 5 ft. 6 in.; two hundred and ninetieth; H. H. Moore, 5 ft. 6 in.; two hundred and ninety-first; H. H. Moore, 5 ft. 6 in.; two hundred and ninety-second; H. H. Moore, 5 ft. 6 in.; two hundred and ninety-third; H. H. Moore, 5 ft. 6 in.; two hundred and ninety-fourth; H. H. Moore, 5 ft. 6 in.; two hundred and ninety-fifth; H. H. Moore, 5 ft. 6 in.; two hundred and ninety-sixth; H. H. Moore, 5 ft. 6 in.; two hundred and ninety-seventh; H. H. Moore, 5 ft. 6 in.; two hundred and ninety-eighth; H. H. Moore, 5 ft. 6 in.; two hundred and ninety-ninth; H. H. Moore, 5 ft. 6 in.; three hundredth; H. H. Moore, 5 ft. 6 in.; three hundred and first; H. H. Moore, 5 ft. 6 in.; three hundred and second; H. H. Moore, 5 ft. 6 in.; three hundred and third; H. H. Moore, 5 ft. 6 in.; three hundred and fourth; H. H. Moore, 5 ft. 6 in.; three hundred and fifth; H. H. Moore, 5 ft. 6 in.; three hundred and sixth; H. H. Moore, 5 ft. 6 in.; three hundred and seventh; H. H. Moore, 5 ft. 6 in.; three hundred and eighth; H. H. Moore, 5 ft. 6 in.; three hundred and ninth; H. H. Moore, 5 ft. 6 in.; three hundred and tenth; H. H. Moore, 5 ft. 6 in.; three hundred and eleventh; H. H. Moore, 5 ft. 6 in.; three hundred and twelfth; H. H. Moore, 5 ft. 6 in.; three hundred and thirteenth; H. H. Moore, 5 ft. 6 in.; three hundred and fourteenth; H. H. Moore, 5 ft. 6 in.; three hundred and fifteenth; H. H. Moore, 5 ft. 6 in.; three hundred and sixteenth; H. H. Moore, 5 ft. 6 in.; three hundred and seventeenth; H. H. Moore, 5 ft. 6 in.; three hundred and eighteenth; H. H. Moore, 5 ft. 6 in.; three hundred and nineteenth; H. H. Moore, 5 ft. 6 in.; three hundred and twentieth; H. H. Moore, 5 ft. 6 in.; three hundred and twenty-first; H. H. Moore, 5 ft. 6 in.; three hundred and twenty-second; H. H. Moore, 5 ft. 6 in.; three hundred and twenty-third; H. H. Moore, 5 ft. 6 in.; three hundred and twenty-fourth; H. H. Moore, 5 ft. 6 in.; three hundred and twenty-fifth; H. H. Moore, 5 ft. 6 in.; three hundred and twenty-sixth; H. H. Moore, 5 ft. 6 in.; three hundred and twenty-seventh; H. H. Moore, 5 ft. 6 in.; three hundred and twenty-eighth; H. H. Moore, 5 ft. 6 in.; three hundred and twenty-ninth; H. H. Moore, 5 ft. 6 in.; three hundred and thirtieth; H. H. Moore, 5 ft. 6 in.; three hundred and thirty-first; H. H. Moore, 5 ft. 6 in.; three hundred and thirty-second; H. H. Moore, 5 ft. 6 in.; three hundred and thirty-third; H. H. Moore, 5 ft. 6 in.; three hundred and thirty-fourth; H. H. Moore, 5 ft. 6 in.; three hundred and thirty-fifth; H. H. Moore, 5 ft. 6 in.; three hundred and thirty-sixth; H. H. Moore, 5 ft. 6 in.; three hundred and thirty-seventh; H. H. Moore, 5 ft. 6 in.; three hundred and thirty-eighth; H. H. Moore, 5 ft. 6 in.; three hundred and thirty-ninth; H. H. Moore, 5 ft. 6 in.; three hundred and fortieth; H. H. Moore, 5 ft. 6 in.; three hundred and forty-first; H. H. Moore, 5 ft. 6 in.; three hundred and forty-second; H. H. Moore, 5 ft. 6 in.; three hundred and forty-third; H. H. Moore, 5 ft. 6 in.; three hundred and forty-fourth; H. H. Moore, 5 ft. 6 in.; three hundred and forty-fifth; H. H. Moore, 5 ft. 6 in.; three hundred and forty-sixth; H. H. Moore, 5 ft. 6 in.; three hundred and forty-seventh; H. H. Moore, 5 ft. 6 in.; three hundred and forty-eighth; H. H. Moore, 5 ft. 6 in.; three hundred and forty-ninth; H. H. Moore, 5 ft. 6 in.; three hundred and fiftieth; H. H. Moore, 5 ft. 6 in.; three hundred and fifty-first; H. H. Moore, 5 ft. 6 in.; three hundred and fifty-second; H. H. Moore, 5 ft. 6 in.; three hundred and fifty-third; H. H. Moore, 5 ft. 6 in.; three hundred and fifty-fourth; H. H. Moore, 5 ft. 6 in.; three hundred and fifty-fifth; H. H. Moore, 5 ft. 6 in.; three hundred and fifty-sixth; H. H. Moore, 5 ft. 6 in.; three hundred and fifty-seventh; H. H. Moore, 5 ft. 6 in.; three hundred and fifty-eighth; H. H. Moore, 5 ft. 6 in.; three hundred and fifty-ninth; H. H. Moore, 5 ft. 6 in.; three hundred and sixtieth; H. H. Moore, 5 ft. 6 in.; three hundred and sixty-first; H. H. Moore, 5 ft. 6 in.; three hundred and sixty-second; H. H. Moore, 5 ft. 6 in.; three hundred and sixty-third; H. H. Moore, 5 ft. 6 in.; three hundred and sixty-fourth; H. H. Moore, 5 ft. 6 in.; three hundred and sixty-fifth; H. H. Moore, 5 ft. 6 in.; three hundred and sixty-sixth; H. H. Moore, 5 ft



Today's  
Advertisements.

WOODYEAR'S  
AUSTRALIAN  
CIRCUS,  
BOWRINGTON.



## NOTICE.

OWING to unforeseen circumstances there  
will be a few more performances  
given here.

MADAME WOODYEAR, Proprietors.  
W. HARLAND, .....  
Hongkong, 12th March, 1892. [308]

S. T. JOHN LODGE  
OF HONGKONG,  
No. 618, S.C.

A REGULAR MEETING of the above  
LODGE will be held in FREEMASONS'  
HALL, Zeland Street, THIS EVENING,  
the 12th instant, at 8 for 8.30 o'clock precisely.  
Visiting Brethren are cordially invited.  
Hongkong, 12th March, 1892. [306]

"UNION" LINE OF STEAMERS.

FOR YOKOHAMA AND HIOGO.

THE Steamship

"LAJU,"  
Captain Smith, will be despatched as above on  
TUESDAY, the 15th instant at 5 p.m.  
For Freight or Passage, apply to  
DODWELL, CARILL & Co.,  
Agents.  
Hongkong, 12th March, 1892. [313]

"UNION" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "LAJU,"  
FROM ANTWERP, HAMBURG, AND  
SINGAPORE.

CONSIGNEES of Cargo are hereby informed  
that all goods are being landed at their  
risk, into the Godowns of the Kowloon Wharf  
and Godown Company, at Kowloon, whence  
and/or from the wharves delivery may be  
obtained.

Optional cargo will be forwarded unless notice  
to the contrary be given before Noon, to-day.  
No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 10th will be subject to rent.  
All claims against the Steamer must be  
presented to the Underwriter on or before the 10th  
inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined on the 10th inst. at 3 p.m.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
DODWELL, CARILL & Co.,  
Agents.  
Hongkong, 12th March, 1892. [313]

THE GREEN ISLAND CEMENT  
COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-  
ORDINARY GENERAL MEETING of the  
GREEN ISLAND CEMENT COMPANY, LIMITED,  
will be held on MONDAY,  
the 28th March, 1892, at the Company's Office  
at 12, Noon, when the subjoined Resolution,  
which was passed at the Extraordinary General  
Meeting of the Company held on the 12th March,  
1892, will be submitted for confirmation as a  
Special Resolution:—

"That the following Article shall be inserted  
in the Articles of Association of the Com-  
pany after Article 21, and shall be No. 21A.  
21A.—The Company may from time to  
time by special Resolution reduce its Capital  
by paying off Capital or cancelling Capital  
which has been lost or is unrepresented by  
available assets, or reducing the liability on  
the shares or otherwise as may seem expedient,  
and Capital may be paid off upon the footing  
that it may be called up again or  
otherwise."

Dated the 12th March, 1892.  
ARNHOLD, KARBURG & Co.,  
General Managers.

TO LET.

HOUSES at the Peak, and at "BRILLIOS  
TERRACE."  
"SHOP" in "BEAUFIELD ARCADE," Queen's  
Road.  
"HOUSE" No. 31, Pok-fu-lum Road, "WEST  
VILLA."  
"GODOWNS" in Duddell Street.  
"BUNGALOW," "DELMAN," Yow-ma-tee.  
"GODOWNS" or OFFICES, First Floor at back  
of "MARINE HOUSE."  
Apply to  
BELILIOS & Co.  
Hongkong, 12th March, 1892. [314]

SPECIAL NOTICE.

THE "HONGKONG TELEGRAPH" will  
be on sale at the Hongkong and Victoria  
Hotels, opposite the Hongkong Club, and at  
Fiddler's Wharf, EVERY EVENING from 5.30 to  
7.30 o'clock.  
PRICE ..... TEN CENTS.  
Copies ordered from the Office will be charged  
the usual rate—25 cents.  
Advertisements are reminded that the "Hongkong  
Telegraph" has by far the largest circulation of  
any English newspaper published in the Far  
East. THIS IS GUARANTEED. Terms of  
application.

Hongkong, 14th October, 1891.

## Intimations.



ANNUAL STOCKTAKING.  
IMPORTANT  
CLEARANCE SALE,  
NOW PROCEEDING.

SPECIAL BARGAINS  
IN ALL DEPARTMENTS.

HONGKONG TRADING CO., LTD.,  
4, QUEEN'S ROAD AND DUDDELL STREET.  
Hongkong, 8th February, 1892. [277]

ROBERT LANG & CO.  
DRESS SUITS.

NEWEST MATERIALS, FROM \$30, SILK LINED.  
A VERY LARGE SELECTION OF SCOTCH TWEEDS AND OTHER SUITINGS.  
EVENING DRESS SHIRTS, latest style.  
EVENING DRESS TIES AND GLOVES.  
EVENING DRESS IN HOSE, SILK, THREAD, AND MERINO.  
EVENING DRESS SHOES AND PUMPS.  
Hongkong, 27th November, 1891. [289]



THE FINEST HOTEL IN THE EAST.  
(Under the distinguished patronage of the Imperial Household.)

THIS fine hotel is situated within five minutes' drive of the terminus of the Yokohama-Tokyo  
Railway and is in near proximity to the Imperial Palace, the Parliament House and the  
Chief Public Offices.  
There are no inside rooms, thus securing well lighted, ventilated and cheerful accommo-  
dations. The Cuisine cannot be surpassed, and the aim of the management is to provide for the  
comfort and pleasure of the guests. The attractions of Tokyo are countless, and the religious and  
floral festivals being of daily occurrence are to be seen at their best and on a grander scale than  
in any other portion of Japan. All the noted actors, wrestlers and jugglers make the capital their  
head-quarters.

RATES, \$3 TO \$4.50 PER DAY.

C. S. ARTHUR,  
Manager.

TO BEWARE OF COUNTERFEITING

**ORIZA-CREAM**

WHITENS the SKIN, IMPARTS to it the TRANSPARENCY  
and SMOOTHNESS of YOUTHFULNESS.

Destroys Wrinkles

L. LEGRAND'S  
ORIZA PERFUMERY

Inventor of the GENUINE and accredited preparation ORIZA-OIL

11, Place de la Madeleine, Paris

TO BE HAD OF ALL TRUSTWORTHY FIRMS

Notice to Consumers

The PREPARATIONS of

**L. LEGRAND ORIZA PERFUMERY**

11, Place de la Madeleine, PARIS

Formerly 207, Rue Saint-Honore

Such as: ORIZA-OIL, ESS-ORIZA, ORIZA-LACTE, CREME-ORIZA  
ORIZA-VELOUTE, ORIZA-TONIQUE, ORIZALINE, ORIZA-SOAP  
HAVE BEEN SUCCESSFUL IN OBTAINING THE PATRONAGE OF THE PUBLIC BECAUSE:  
1. Their manufacture is supervised with the greatest care;  
2. Their qualities are unalterable and their perfume is sweet;  
3. As, in order to profit by their great reputation, the Oriza preparations have been  
counterfeited.

we warn Consumers not to let themselves be deceived.

The genuine PREPARATIONS are sold by all respectable Perfumers and Druggists.  
Illustrated Catalogue sent upon request.

WESLEYAN METHODIST CHURCH,  
HONGKONG.

DIVINE SERVICE,  
EVERY SUNDAY MORNING,  
At 10.30,  
IN  
ST. ANDREW'S HALL.  
Hongkong, 16th January, 1892. [49]

NOTICE.

JAY'S SANITARY COMPOUNDS  
COMPANY, LIMITED.

JAY'S WOOD PRESERVER OR  
ANTISEPTIC PAINT.

THE Underlined have this day been  
appointed SOLE AGENTS for the sale  
of these PERFECT DISINFECTANTS, and  
are prepared to supply quantities to all  
purchasers, at Wholesale Prices. Extra Special  
terms for Shipping and large Orders.  
Sole Agents: RAWLINS, C.H., C.E., Chief  
Sanitary Engineer, Local Government, 100, Queen's  
Road, London, E.C.

"It is the best Disinfectant in use."  
W. G. HUMPHREYS & Co.,  
Bank Buildings,  
Hongkong, 19th June, 1890. [9]

## DENTISTRY.

FIRST CLASS WORKMANSHIP  
AND  
MODERATE FEES.

M. R. WONG TAI-FONG,  
Surgeon Dentist,  
(Formerly attached to the Government, and latterly  
assistant to Dr. Rogers),  
HAS REMOVED  
THE BANK BUILDINGS,  
QUEEN'S ROAD,  
(above Messrs. Dakin, Bros. & Co., China, Ltd.).  
CONSULTATION FREE.  
Hongkong, 27th July, 1891. [291]

THE "MANDARIN" RAZOR.

FOR a most comfortable, remarkably easy,  
luxurious and delightful shave, use  
ANNE'S celebrated Mandarin Razors, with  
interchangeable blades, fully warranted. They  
are the best, most reliable, easiest and cheapest  
high-class Razors known. Thousands of unso-  
licited testimonials can be had direct from  
the maker, ANNE'S, BIRMINGHAM, infor-  
mation of the original and only genuine "Gen-  
eral Agent" of the "MANDARIN" RAZOR, of China,  
Ltd., Chemist and Druggist, Queen's Road,  
opposite Hongkong Hotel.

## Mails.

CANADIAN PACIFIC RAILWAY CO.'S  
ROYAL MAIL STEAMSHIP LINE,  
CHINA AND JAPAN.

PROPOSED SAILINGS FROM  
HONGKONG, 1892.  
(SUBJECT TO ALTERATION).

Empress of Japan | Tuesday... | Mar. 29th.  
Empress of China | Tuesday... | Apr. 26th.  
Empress of India | Tuesday... | May 17th.

THE R. M. S.  
"EMPERESS OF JAPAN,"  
sailing at Noon, on 29th March, 1892, with Her  
Majesty's Mails, will proceed to VANCOUVER,  
via SHANGHAI, Inland Sea, KOBE and  
YOKOHAMA.

RATES OF PASSAGE.  
(In Mexican Dollars).  
FROM HONGKONG, FIRST CLASS.

| TO   | One Way<br>Fares. | Prepaid return. |            |
|--|-------------------|-----------------|------------|
|  |                   | 4<br>mos.       | 12<br>mos. |
| Vancouver, Victoria, Esqui-<br>mault, New Westminster,<br>B.C. |                   |                 |            |
| Port-Townsend, Seattle, Ta-<br>coma, Wash.                     | 215               | 338             | 394        |
| Portland, Ore., San Francisco.                                 |                   |                 |            |
| Sanff Calgary, Alta.   | 255               | 383             | 447        |
| Winnipeg, Man.   | 275               | 413             | 482        |
| To Minneapolis, St. Paul,<br>Duluth, Minn.                     | 285               | 428             | 499        |
| Chicago, Ill., Kansas City,<br>St. Louis, Mo.                  |                   |                 |            |
| Milwaukee, Wis.  | 295               | 443             | 517        |
| Detroit, Mich.   |                   |                 |            |
| Cleveland, Columbus, O.  |                   |                 |            |
| Hamilton, London, Toronto,<br>Ont.                             | 305               | 458             | 534        |
| Buffalo, Niagara Falls, N.Y.                                   |                   |                 |            |
| Kingston, Ottawa, Ont., Mon-<br>treal, Quebec, Que.            |                   |                 |            |
| New York, Albany, Troy,<br>Rochester, N.Y.                     |                   |                 |            |
| Baltimore, Md., Philadelphia,<br>Pittsburg, Pa.                | 310               | 465             | 543        |
| Washington, D. C., Boston,<br>Mass., Portland, Me.             |                   |                 |            |
| Halifax, N.S., St. John, N.B.                                  |                   |                 |            |
| Liverpool and London via Li-<br>verpool.                       | 325               | 575             | 650        |
| Paris, via Liverpool and Lon-<br>don.                          | 345               |                 |            |
| Havre, via Liverpool   | 345               | not<br>issued   |            |
| Bremen.  | 355               |                 |            |
| Hamburg.   | 365               |                 |            |



